

BookletChart™

Chandeleur and Breton Sounds

NOAA Chart 11363

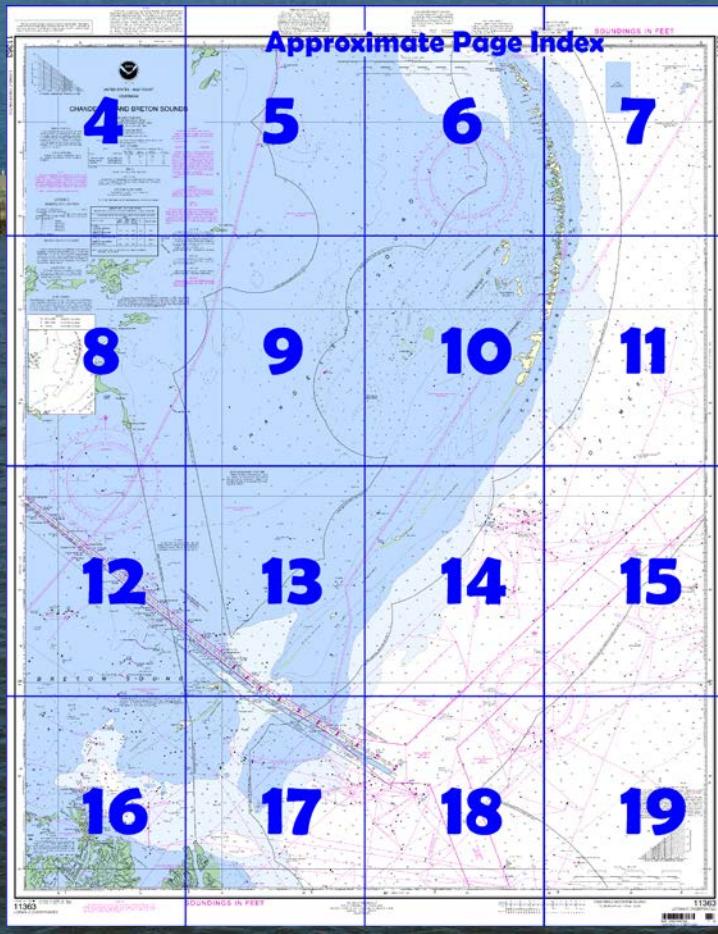


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=113_63



[Coast Pilot 5, Chapter 9 excerpts]
Mississippi River empties into the N central part of the Gulf of Mexico through a number of mouths or passes which, taken together, form the delta of the river. The river and its tributaries form the largest network of navigable waters in the world. The two principal passes, South Pass and Southwest Pass, are about 1,600 nautical miles from New York, 500 nautical miles from Key West, 300 nautical miles E of Galveston, and 440 nautical miles E of

Corpus Christi. The river is the access to the Ports of New Orleans and Baton Rouge, and the numerous cities in the central part of the United States located in the Mississippi River Valley and along its tributaries, the

Ohio, Missouri, Red, Tennessee, and other rivers flowing into it. From the mouth, at the entrance to Southwest Pass, it is about 1,840 miles to Minneapolis, 1,960 miles to Pittsburgh, 1,680 miles to Knoxville, and 1,530 miles to Chicago via the Illinois Waterway.

New Orleans can also be reached by the more direct deep-draft route through the Mississippi River-Gulf Outlet Canal, about 30 miles N of South Pass. The outlet canal extends from deepwater in the Gulf to the junction with the Inner Harbor Navigation Canal at New Orleans.

The shape of the delta is somewhat like the foot of a bird, with its four toelike extensions protruding into the Gulf. The passes consist of narrow-banked deposits of sand and clay brought down by the river current which continuously adds them to the seaward margins of the delta. In this manner the delta is being built seaward at an estimated average rate of 300 feet a year. Numerous bays between the passes are changing through wave and tidal action and filling up

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Mississippi River-Gulf Outlet Canal is a 66-mile-long deepwater channel that extends NW from deep water in the Gulf of Mexico to the Inner Harbor Navigation Canal at New Orleans.

Chandeleur Sound and **Breton** Sound lie S of Mississippi Sound and N of the Mississippi River Delta; no clear line of demarcation lies between them.

Chandeleur Islands, forming the E boundary of Chandeleur Sound, comprise a narrow, crescent-shaped chain of low islands starting 10 miles S of Ship Island and continuing in a general S-by-W direction for a distance of 20 miles. SW from these islands are **Curlew Island, Grand Gosier Islands, and Breton Islands**. The Breton Islands mark the E limit of Breton Sound. Chandeleur Sound offers smoother water than the passage E of the islands to shallow-draft vessels bound from Mississippi Sound to Mississippi River.

An unmarked sunken wreck is about 1.9 miles SSW of Old Harbor Island Shoal, in about 29°42.5'N., 89°03.0'W.

The lock at the S end of **Ostrica Canal** is 247 feet long and 40 feet wide with a depth of 10 feet over the sills. The lock operates 24 hours a day. Red and green traffic lights at each end of the lock should be obeyed by all vessels waiting to enter the lock. The lock foreman can be contacted on VHF-FM channel 16 and uses channel 10 as a working frequency.

The W shore of Breton Sound consists of a network of marshy islands separated by shallow bayous and bays. The land is so low that extremely high tides will submerge it in some sections nearly to the banks of the Mississippi River. Of the several shallow canals leading from the S part of Breton Sound to the river bank, only the Ostrica Canal and Baptiste Collette Bayou lead into the river.

The entrance to Bayou Terre aux Boeufs, on the NE side of Black Bay, is marked by lights and daybeacons. In October 1994, the controlling depth was 5 ½ feet up the bayou to Delacroix; local knowledge is advised.

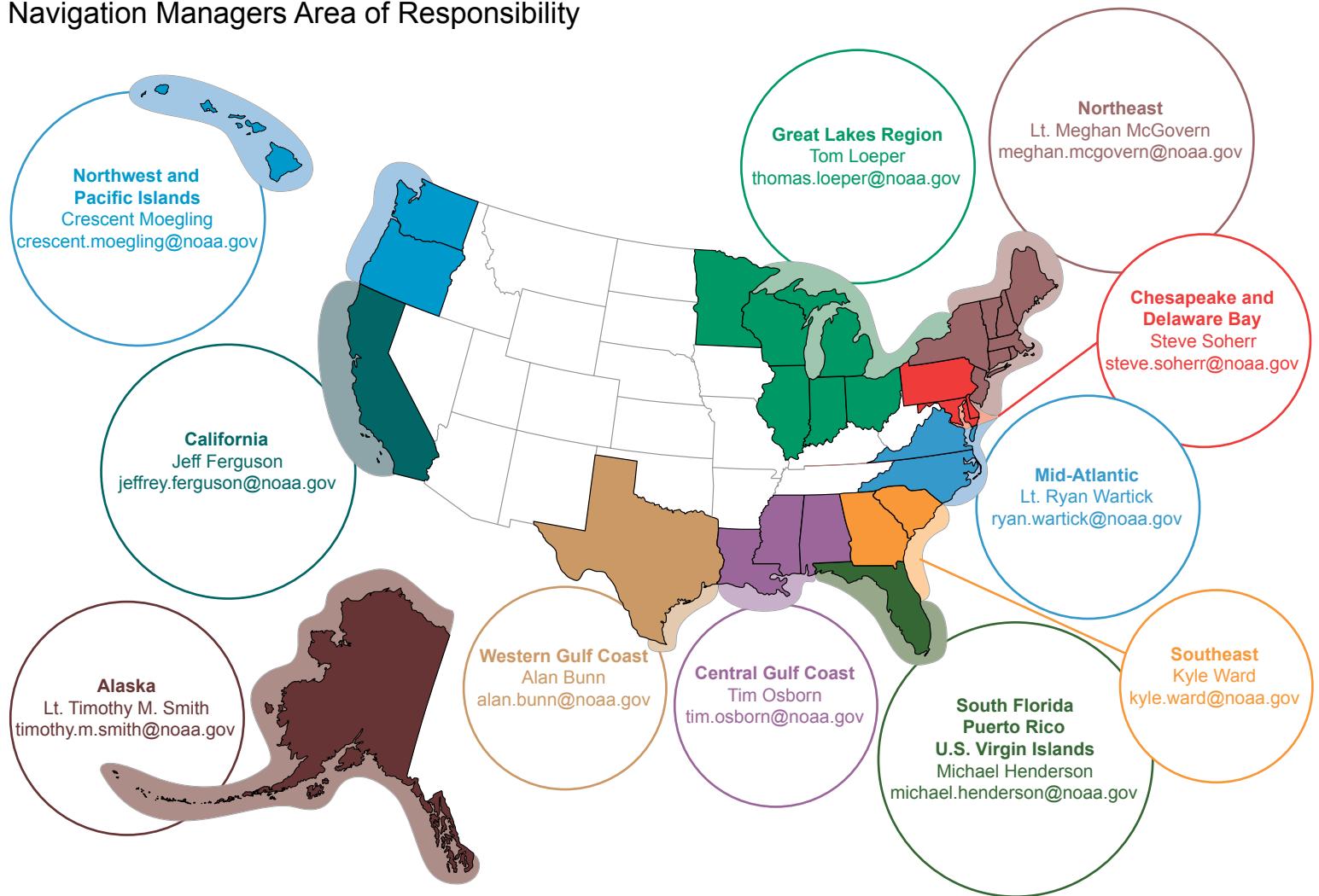
U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District (504) 589-6225
New Orleans, LA

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

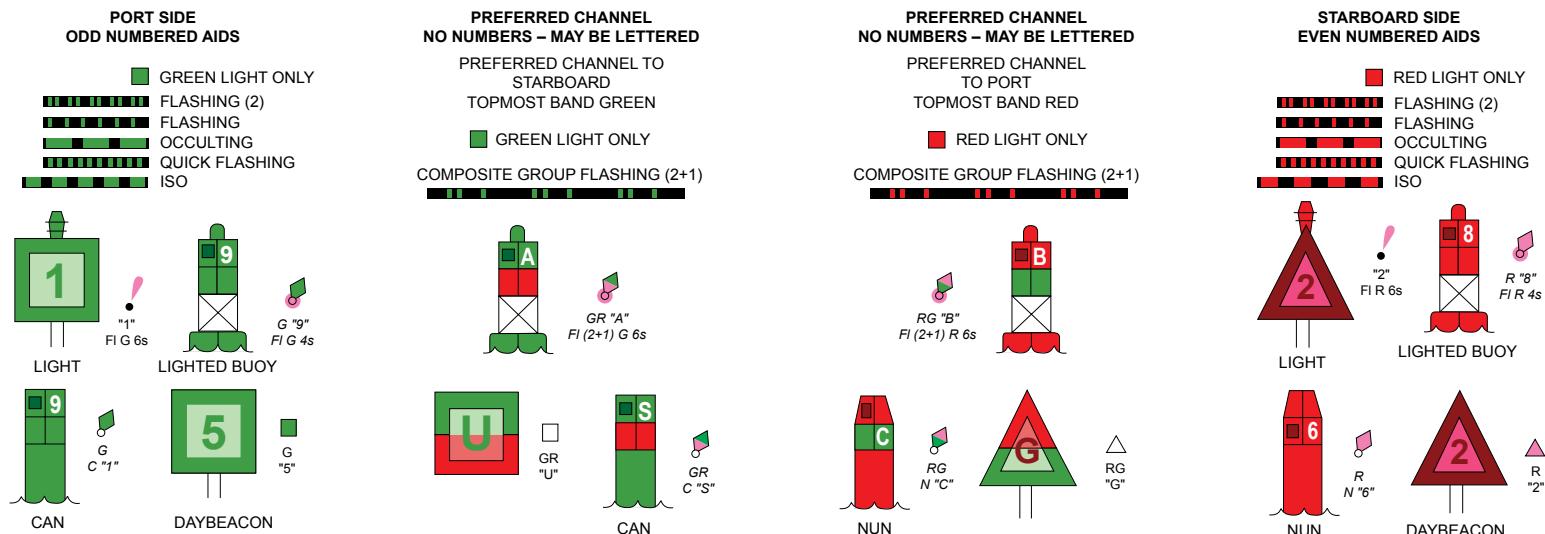
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

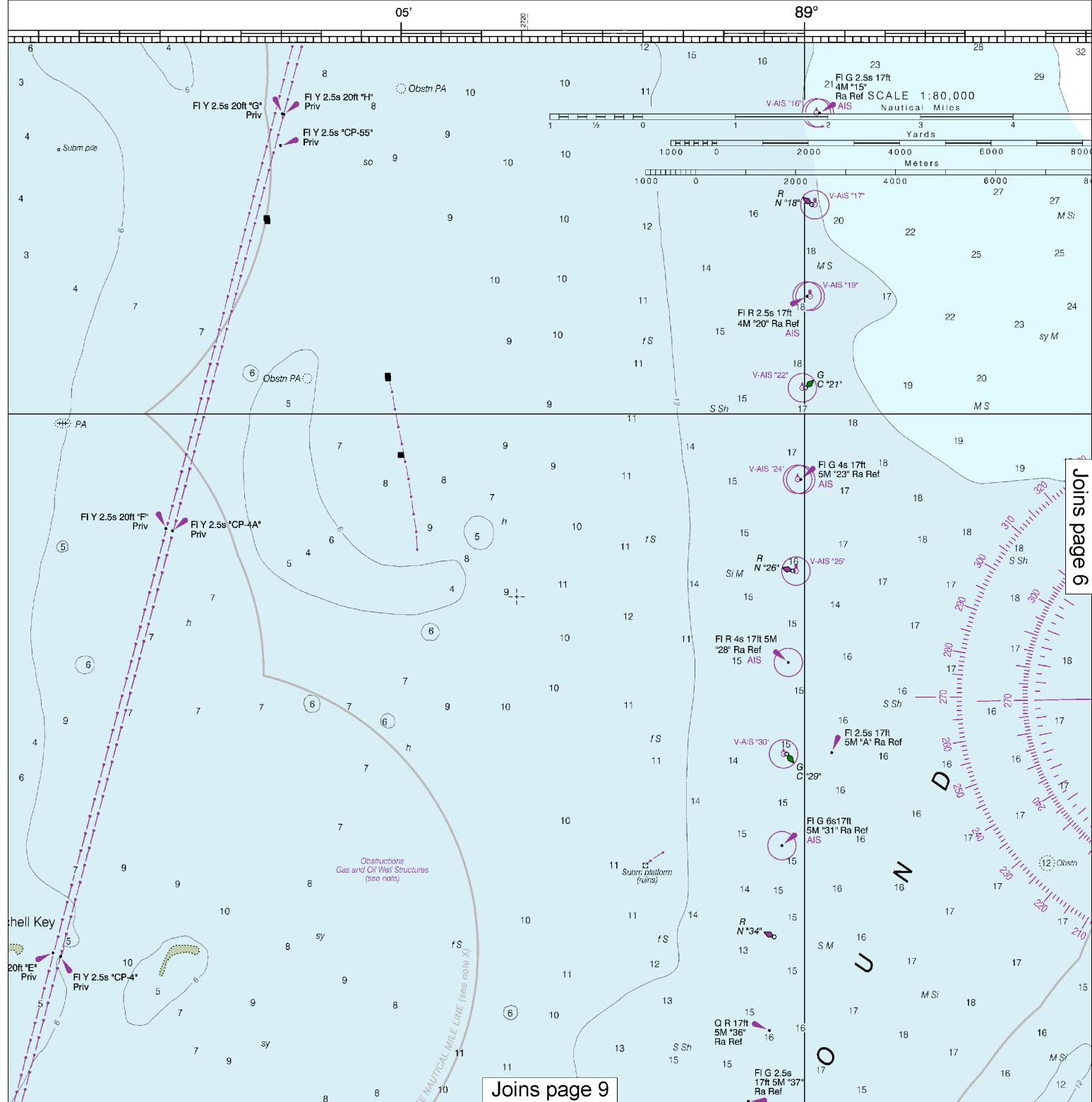
HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Formerly C&GS 1270, 1st Ed., Feb. 1924 G-1947-693 KAPP 55



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

PICAL STORMS

her major storms may cause
s, aids to navigation and moored
unknown locations.

shoreline may not reflect actual aids to navigation may have been moved from their charted or otherwise made inoperative. tion or operation of an aid to juctions may have been displaced e become uncovered or moved.

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nd hazards to navigation to the

Formerly C&GS 1270, 1st Ed., Feb. 1924 G-1947-693 KAPP 55

The NOAA Weather Radio stations listed below provide continuous weather information. The reception range is typically 25 nautical miles from the antenna, but can be as much as 100 nautical miles at high elevations.

Buras, LA WXL-41
Gulfport, MS KIH-21

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. —SC

Printed at reduced scale. — **SCALE** 1:80,000
Nautical Miles

See Note on page 5.

BROADCASTS
to stations listed
eather broadcasts.
typically 20 to 40
na site, but can be
iles for stations at

162.475 MHz
162.40 MHz

POLUTION REPORTS

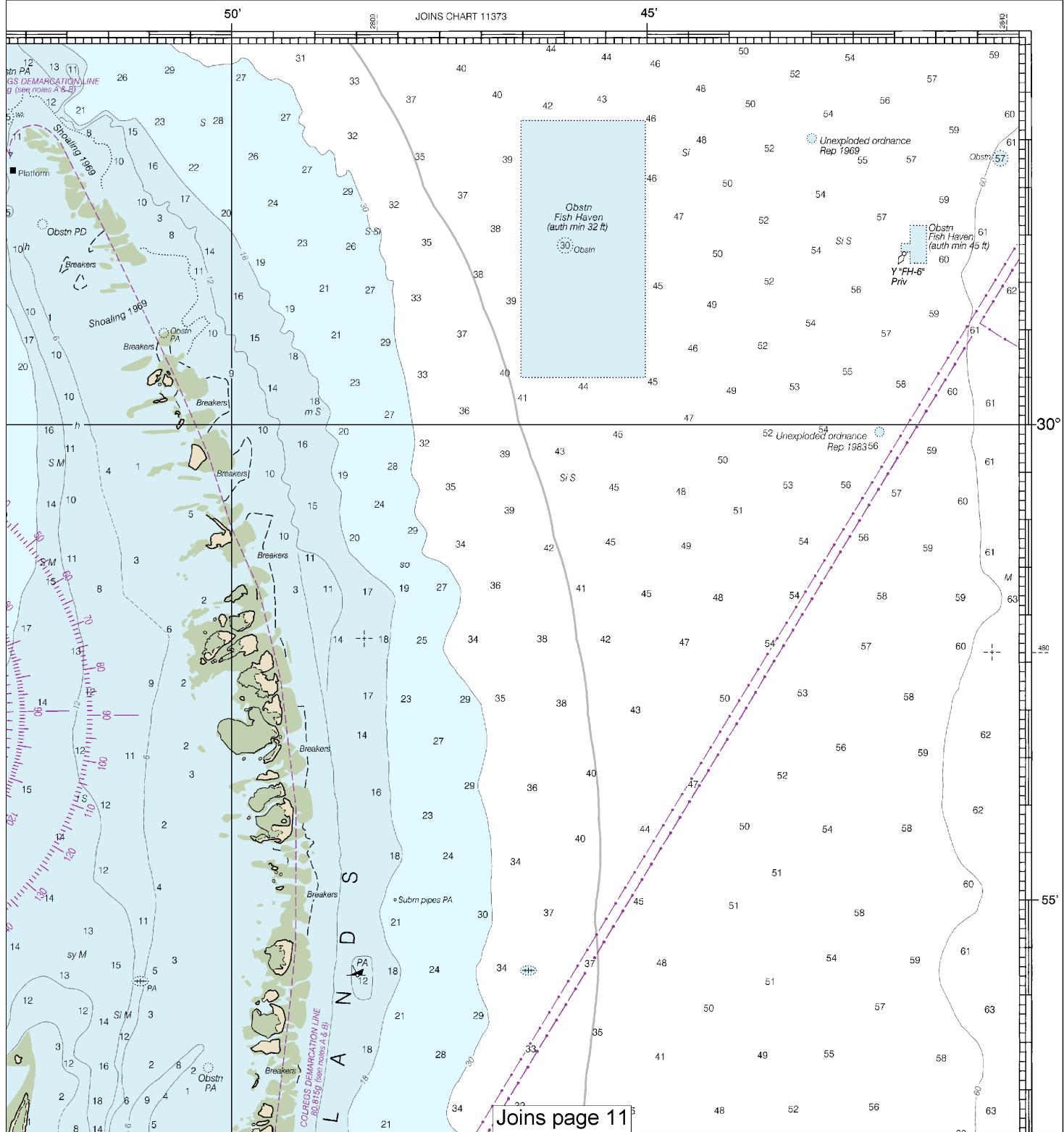
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

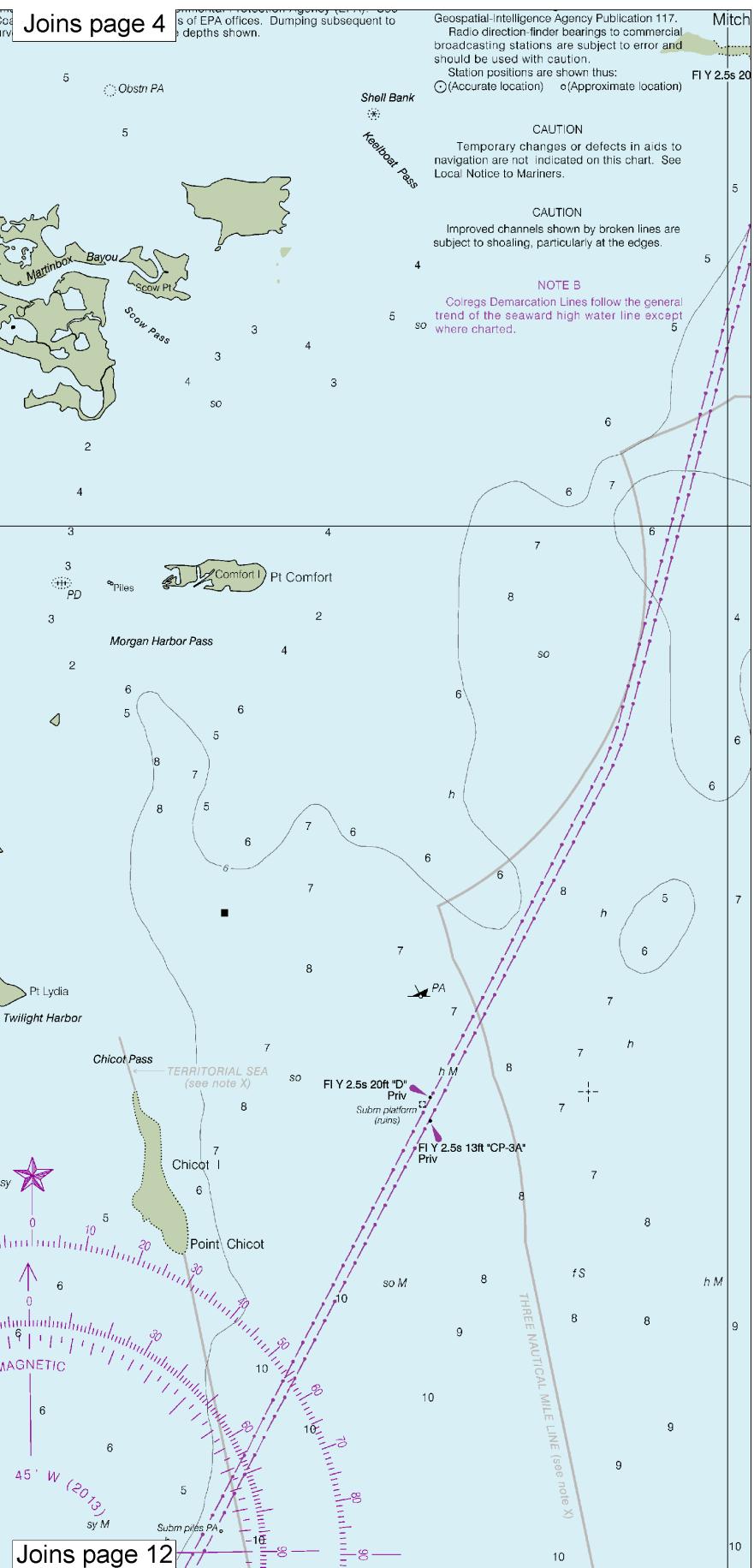
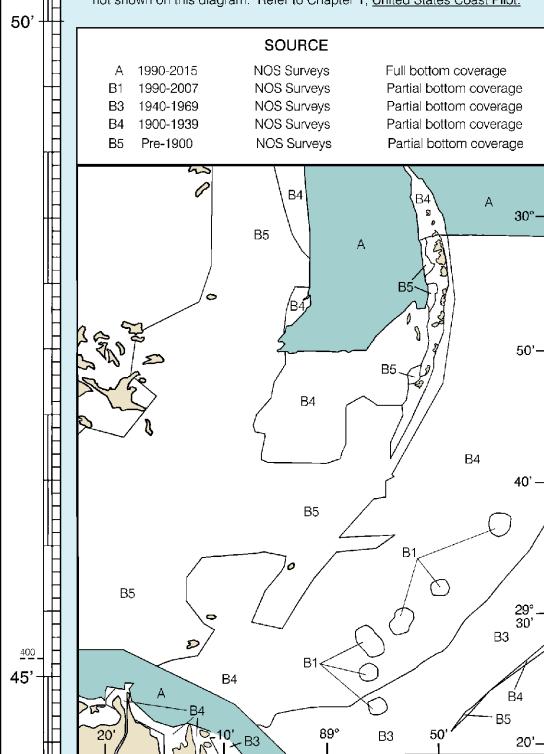
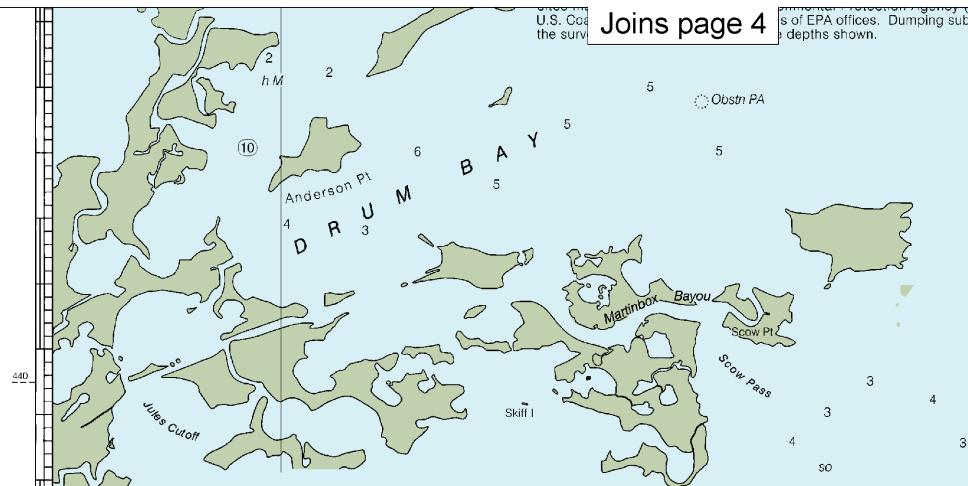
PLANE COORDINATE GRID

(based on NAD 1927)
The Louisiana State Grid, south zone, is indicated by dashed ticks at 40,000 foot intervals thus: -+-
The last three digits are omitted.

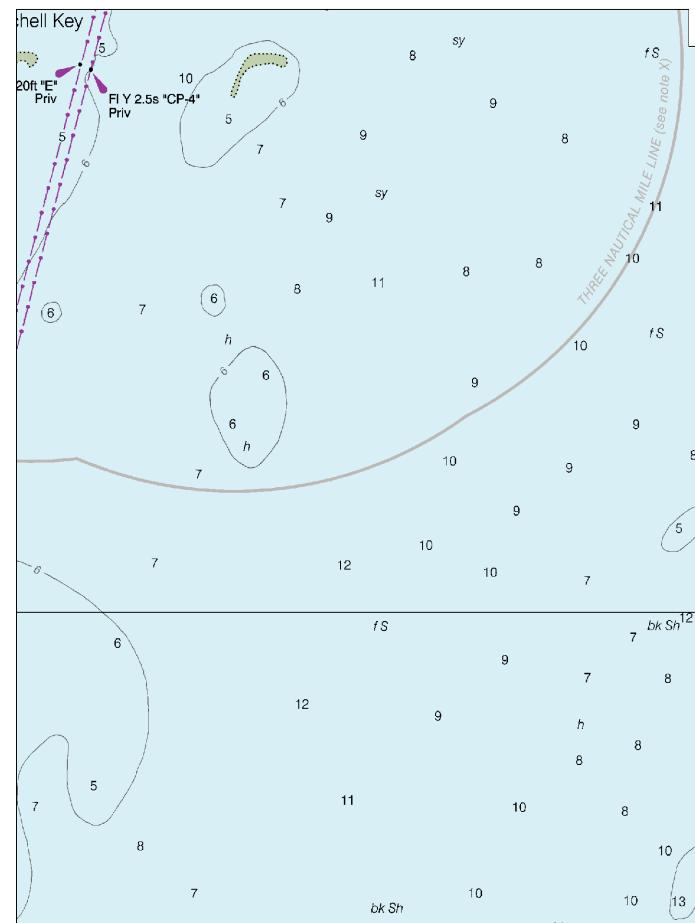
SOUNDINGS IN FEET

11363

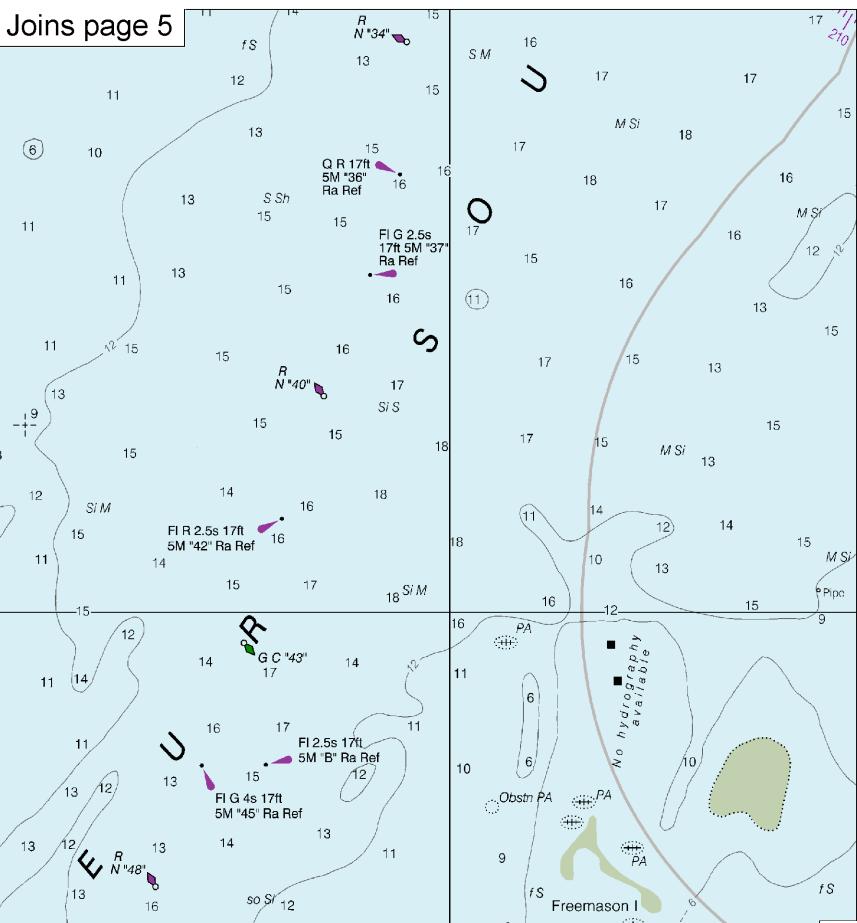




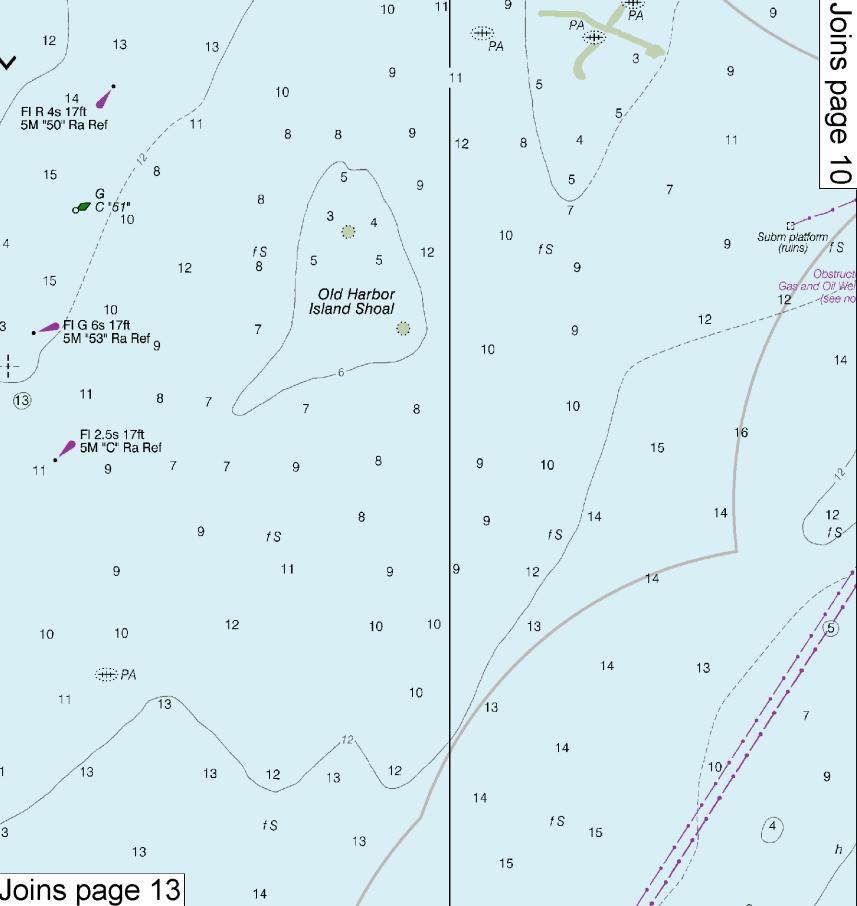
Joins page 5



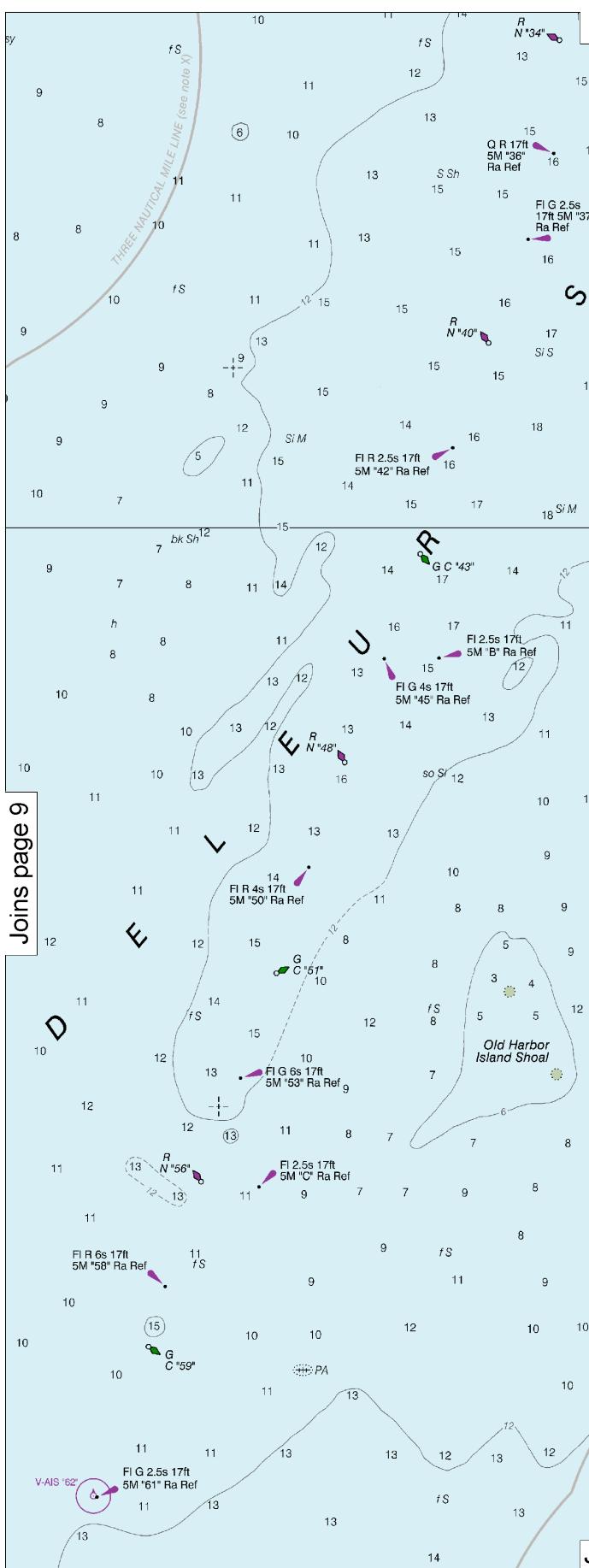
Joins page 13



Joins page 10



MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) signals
are required for fixed mineral development
structures shown on this chart, subject to ap-
proval by the District Commander, U.S. Coast
Guard.



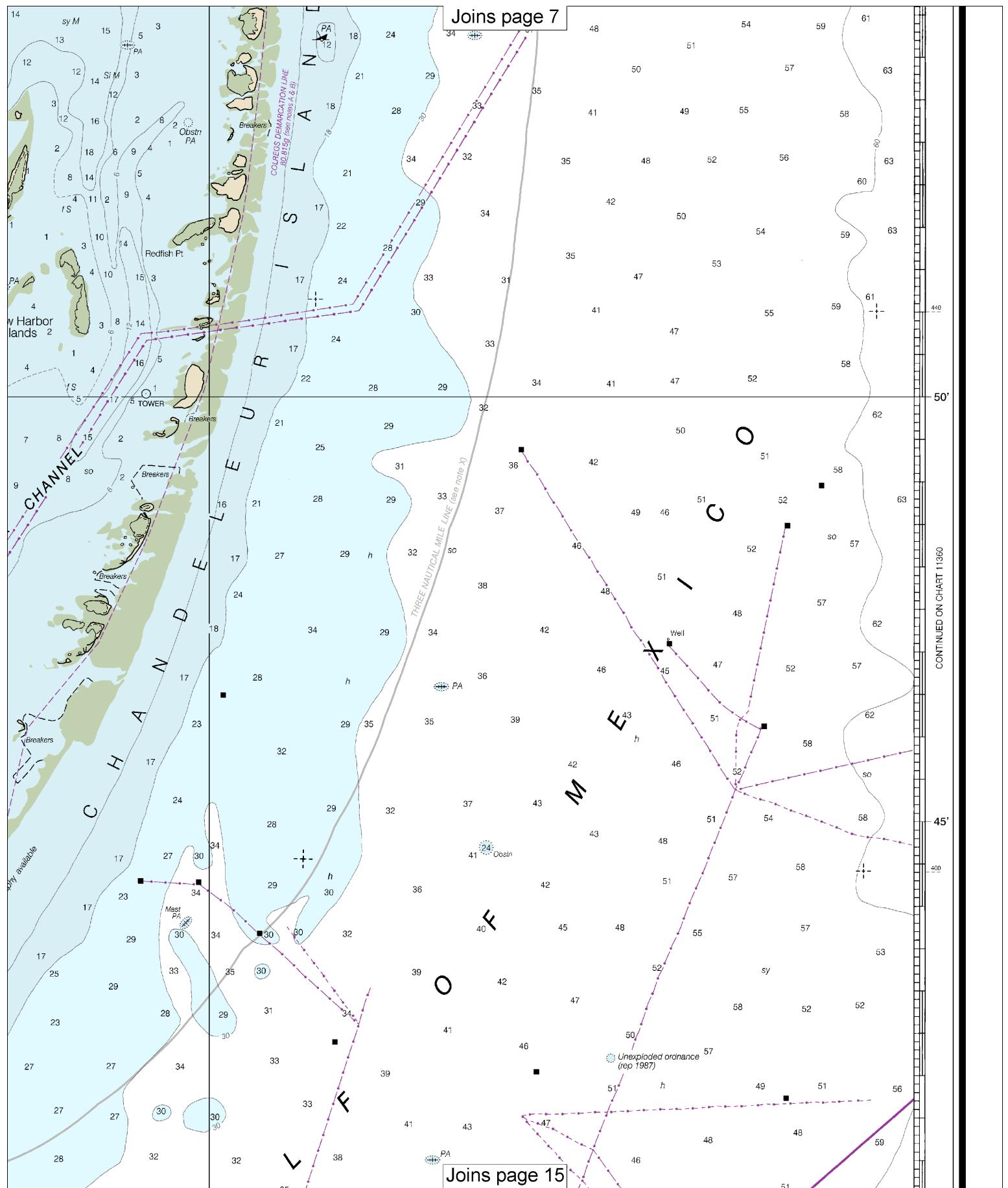
Joins page 6

Joins page 14

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles
Yards

See Note on page 5.



Joins page 8

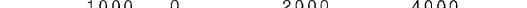
JOINS CHART 11364

Joins page 16

12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale

PRINTED AT REDUCED SCALE. — SCALE 1:100,000

 Nautical Miles Yards

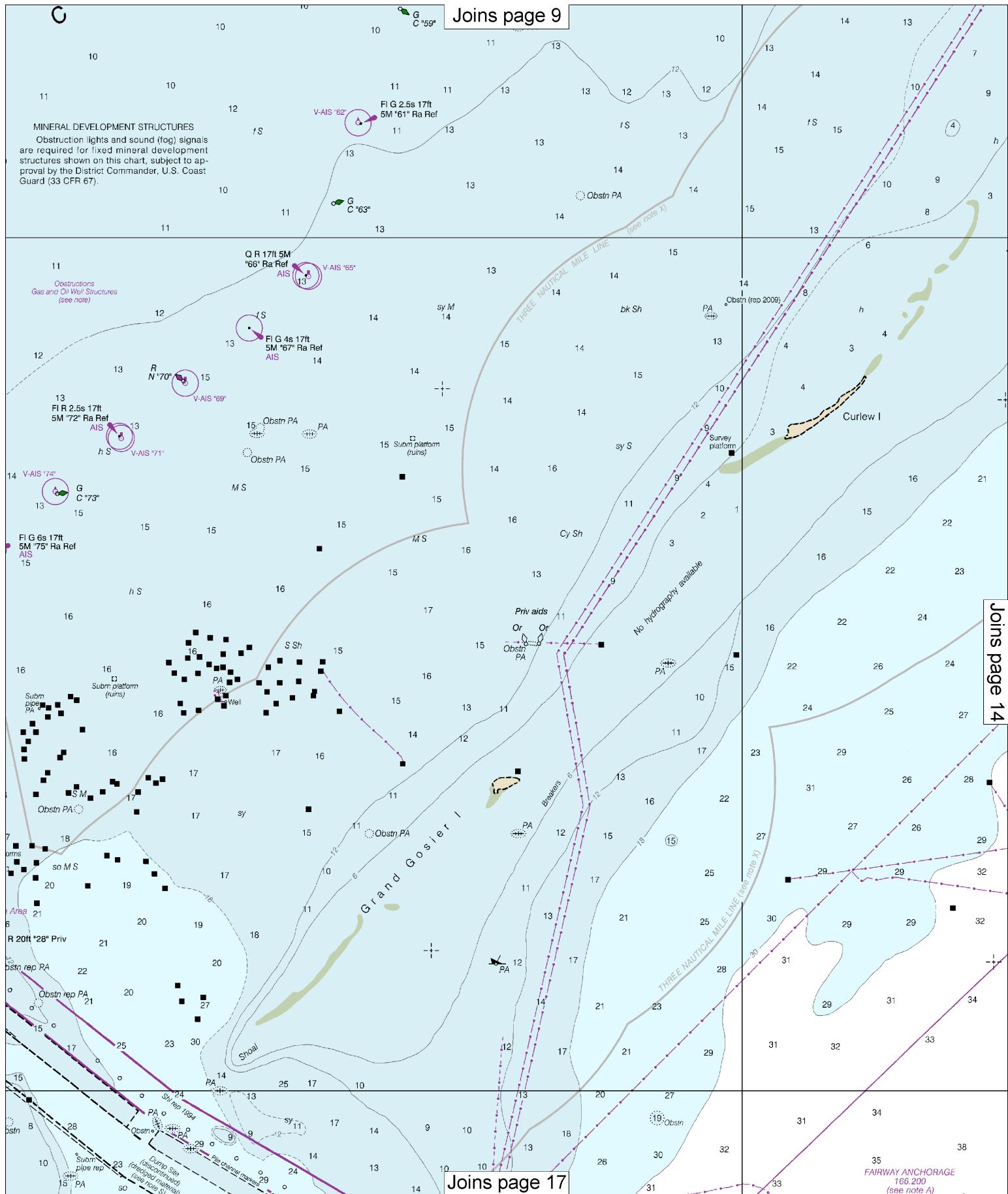
See Note on page 5.

C

Joins page 9

MINERAL DEVELOPMENT STRUCTURES

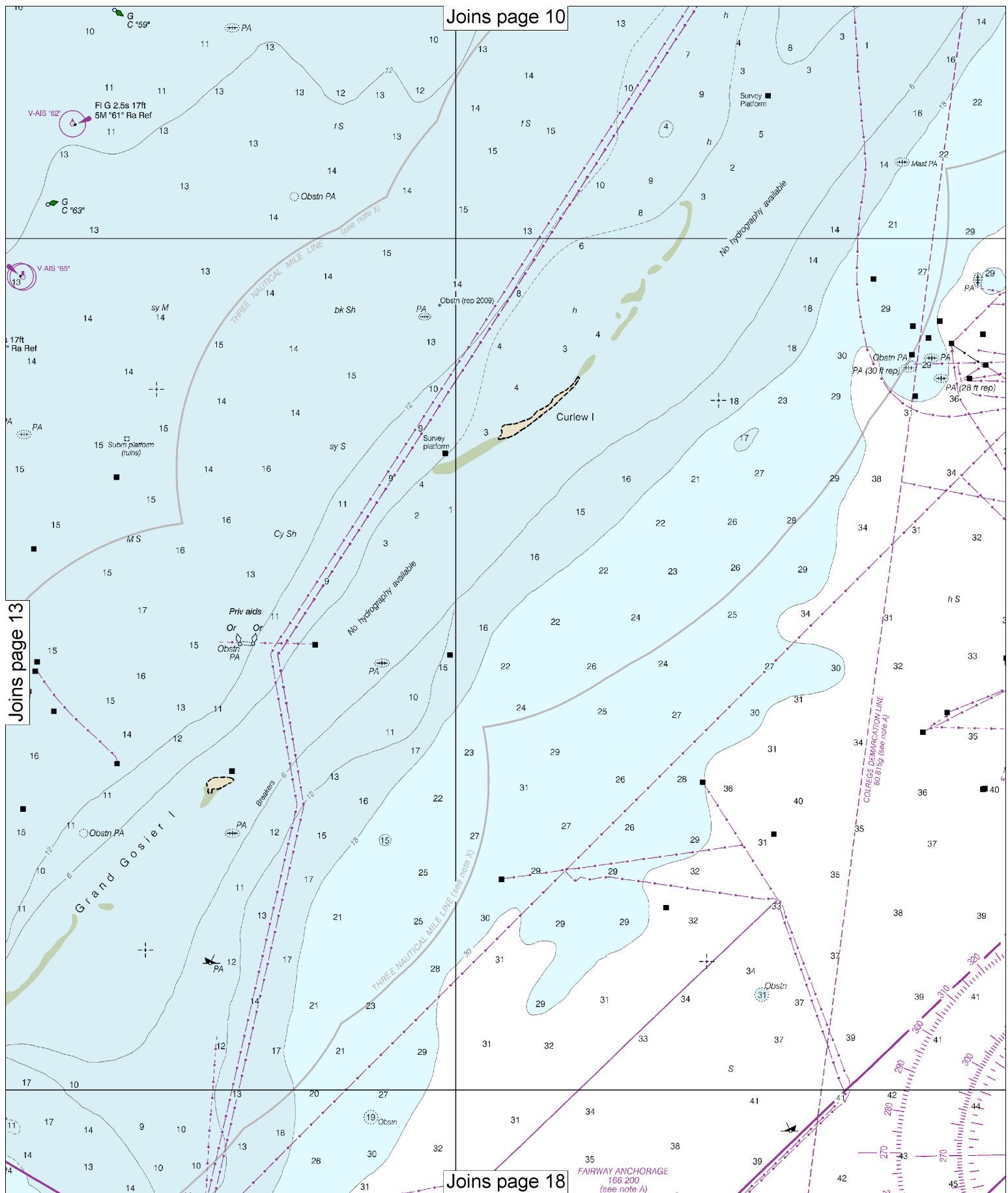
MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).



Joins page 14

Joins page 17

13



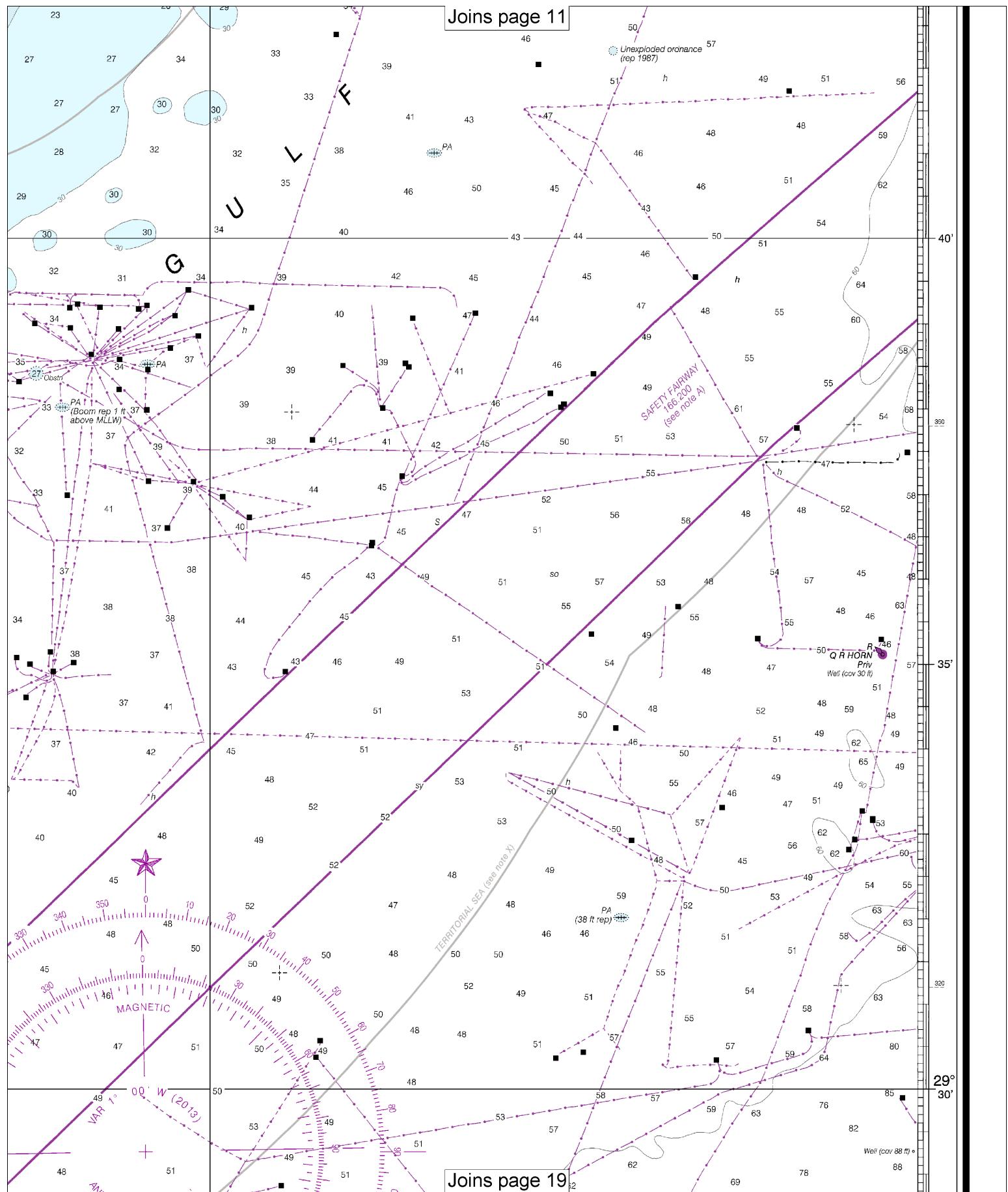
14

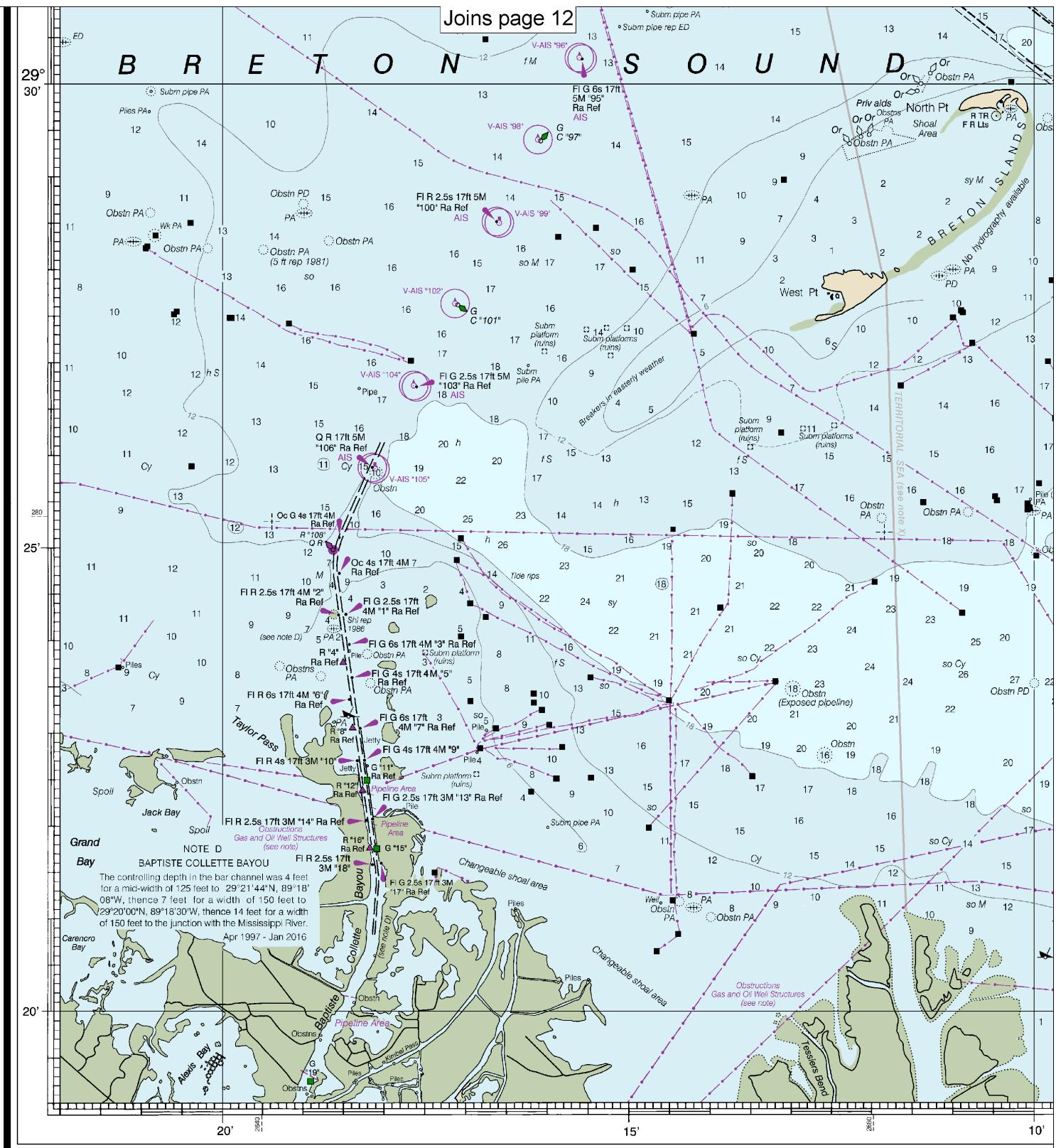
Note: Chart grid lines are aligned with true north.

Printed at reduced scale

A scale bar at the bottom of the map indicates distances from 0 to 4 nautical miles. The scale is marked with tick marks every 0.25 nautical miles. Below the scale, the word "Yards" is written, followed by a dashed line and the number "3".

See Note on page 5.





11363

44th Ed., Feb. 2013. Last Correction: 11/2/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4416 (10/29/2016)

SOUNDINGS IN FE

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

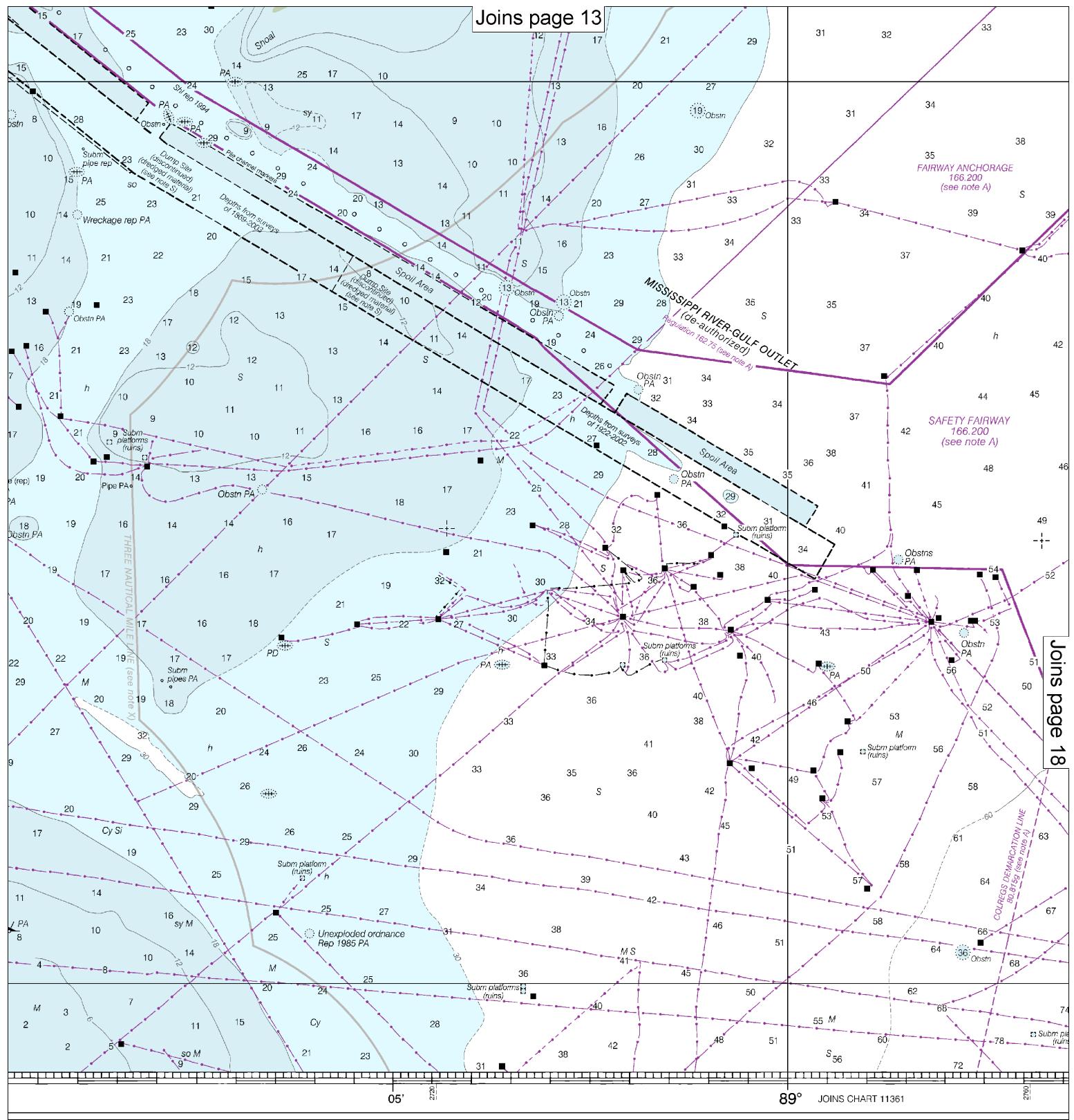
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. —SC

SCALE 1:80,000
Nautical Miles

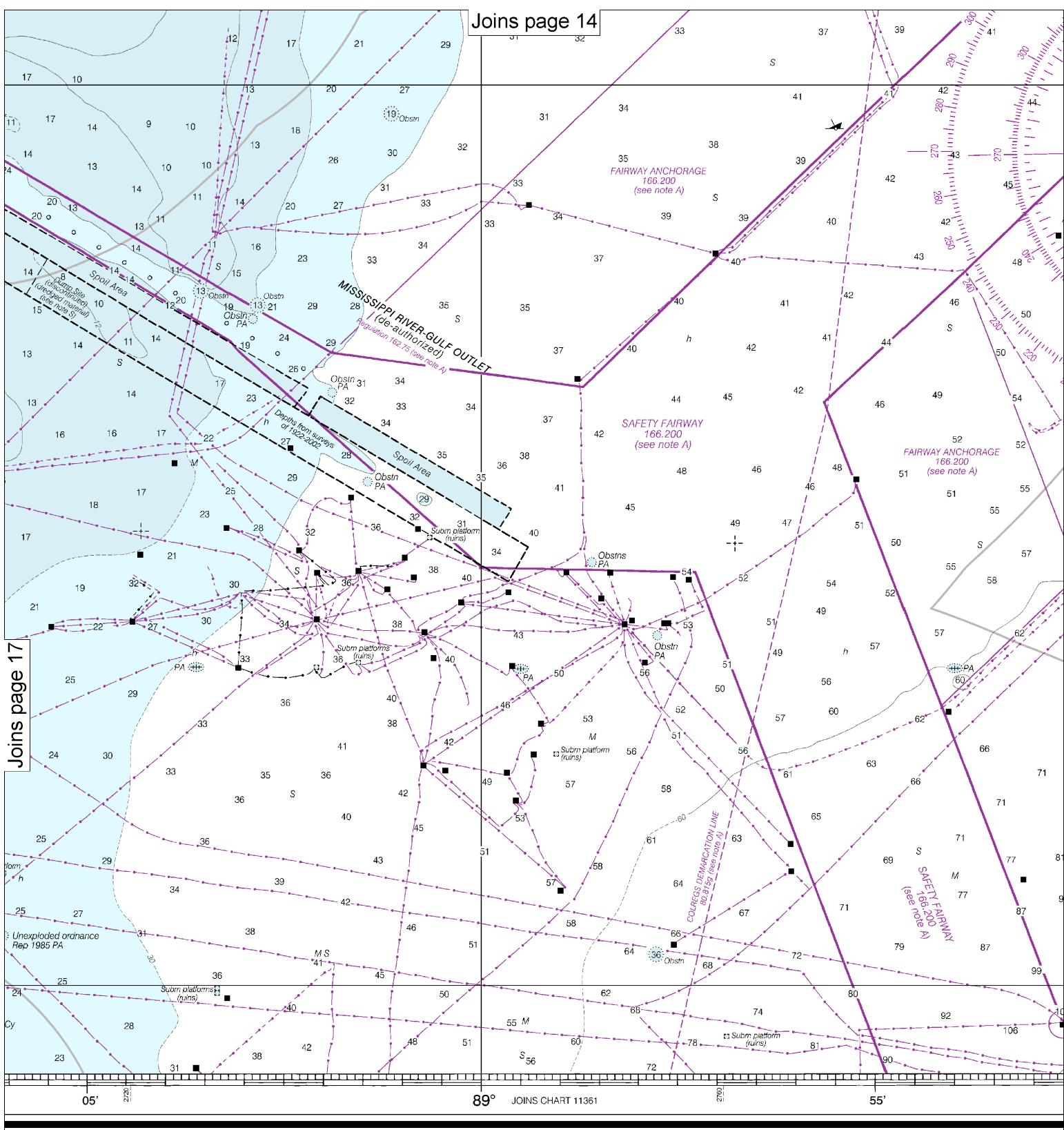
See Note on page 5.



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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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18

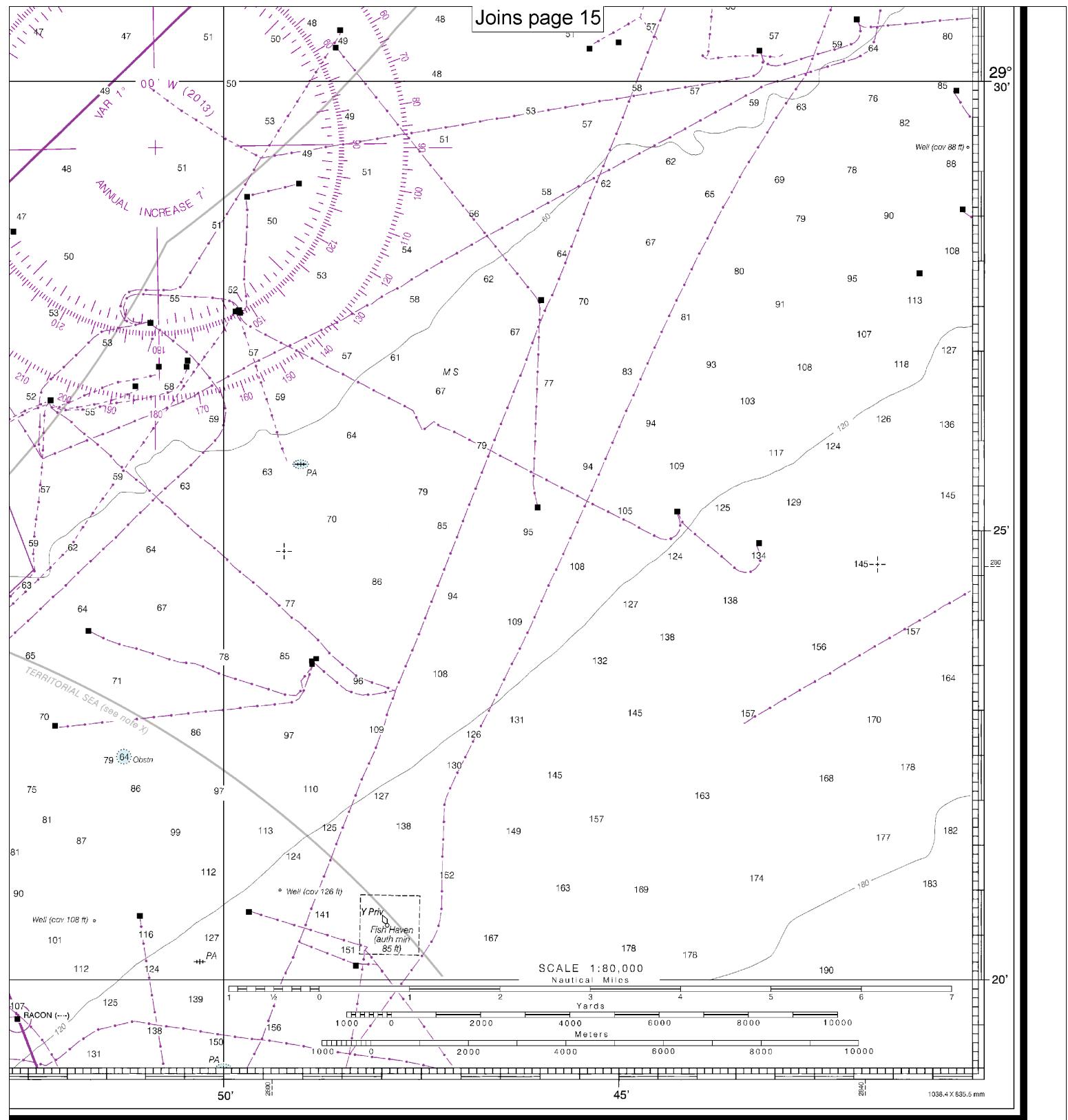
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles
1 1000 0 2000 4000 6000 8000 10000
Yards

See Note on page 5.

Joins page 15

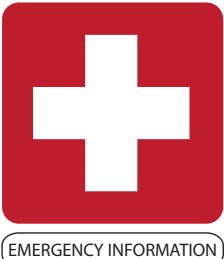


Chandeleur and Breton Sounds

SOUNDINGS IN FEET - SCALE 1:80,000

11363

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information

— <http://www.nauticalcharts.noaa.gov>

Interactive chart catalog

— <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>

Report a chart discrepancy

— <http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx>

Chart and chart related inquiries and comments

— <http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>

Chart updates (LNM and NM corrections)

— http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html

Coast Pilot online

— <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>

Tides and Currents

— <http://tidesandcurrents.noaa.gov>

Marine Forecasts

— <http://www.nws.noaa.gov/om/marine/home.htm>

National Data Buoy Center

— <http://www.ndbc.noaa.gov/>

NowCoast web portal for coastal conditions

— <http://www.nowcoast.noaa.gov/>

National Weather Service

— <http://www.weather.gov/>

National Hurricane Center

— <http://www.nhc.noaa.gov/>

Pacific Tsunami Warning Center

— <http://ptwc.weather.gov/>

Contact Us

— <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.